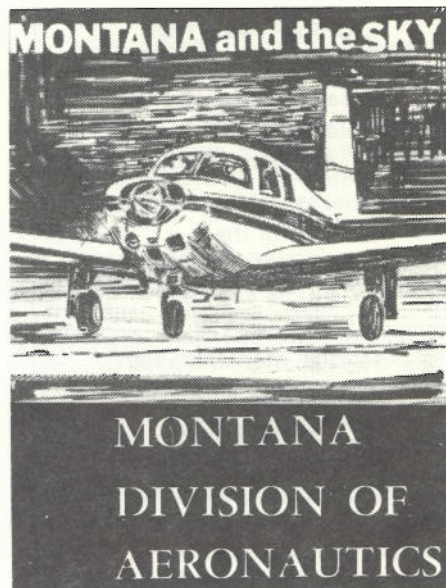




Red, white and blue North American T-38 aircraft used by the Air Force Thunderbirds at the Butte Air Show.



VOL. 28, No. 8

SEPTEMBER, 1977

## MPA FALL FLY-IN

The MPA Fall Fly-In will be sponsored by the Gallatin Valley Hangar, at Belgrade, Montana, Saturday, September 24 and Sunday, the 25th. Transportation from the airport will be provided.

Arrive at Gallatin Field, Belgrade, as early as possible in the day. The Fall Festival Parade, a big harvest celebration for the entire Gallatin County, will begin at 10:00 a.m. on Belgrade Main Street.

From 11:00 a.m. to 1:00 p.m. a barbeque will be provided in Belgrade City Park. A bus will leave the park at 12:30 for Bozeman.

MSU Bobcats vs Fresno State football at 1:30 p.m., or Belgrade High School Homecoming football in Belgrade at 2:00 p.m. The Belgrade Panthers will meet the Whitehall Trojans.

If you don't care for football you are close to Yellowstone Park, or maybe you would rather go fishing.

Back to the Ramada Inn in Bozeman at 5:00 P.M.

No host cocktails at the Ramada Inn. Bring your own bottle.

Dinner on your own at 7:00.

There is no registration fee and there will be a minimal cost for meals and the football game.

A block of poolside rooms has been reserved for the Montana Pilots' Association at the Ramada Inn. Reservations must be made by September 17 for one of these rooms. Please call toll

free 1-800-228-2828 and make your own reservations. Be sure to tell them you are with the MPA.

Sunday, September 25, Fly-Away Breakfast in Belgrade at a place to be announced. MPA Board of Directors will meet at 11:00 a.m. Sunday.

Please notify Jim Monger, Gallatin Valley Hangar, Box 597, Belgrade, MT 59714 (or phone him at 388-6332) when you expect to arrive in Belgrade, and the number in your party. THE SOONER THE BETTER!

## SERVICES AVAILABLE AT STEVENSVILLE

We have been advised that the Stevensville Airport status is changing. Effective September 15 it will be manned from sunup to sundown and all services will be available. The fixed base operator will be Classic Airplane Company who will have a fixed wing and rotary wing Part 135 operations available. There will be 80 and 100 octane fuel available by pump, and turbine fuel in a tanker.

Josef A. Nehring will be the licensed mechanic and helicopter pilot. The shop will specialize in aircraft fabric, dope and fabric, and wood working. Mike Doughty is a woodworking and doping and fabric craftsman. Al McVey who resides in Butte is also a partner in the business.

All new hangars will be set up especially to work on antique and vintage aircraft. The address will be P. O. Box 55, Stevensville, MT 59870.

## SMALLER REGISTRATION NUMBERS

The FAA has changed its rules to permit the use of smaller registration markings on most light single engine aircraft, including antique and experimental aircraft.

The new numbers may be as small as three inches in height and used on aircraft with operating speeds of less than 180 knots. The markings may be displayed on either side of the vertical tail or the sides of the fuselage. The tail markings may either be horizontal or vertical.

Effective date was September 12, 1977.

## KOLSTAD FLIES 1,000 HOURS

Lela Derr of the Wolf Point Hangar has advised us that the Wolf Point pilots had a surprise party for Chris Kolstad to celebrate his 1,000 hours of flying. They all enjoyed a pot luck supper and beef barbequed by Earl Babcock.

About 100 people attended the gathering, including Chris's mother, dad and brother. The party was held in Larry French's new hangar and workshop.

The Wolf Point Airport runway has been resurfaced and is open.



**DEPARTMENT OF  
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor**  
**Harold A. Fryslie, Director**  
**Martin T. Mangan, Deputy Director**

**Official Monthly Publication  
of the  
AERONAUTICS DIVISION**  
Phone 449-2506  
Box 5178

**Helena, Montana 59601**

**Michael D. Ferguson**  
**Administrator**

**Board of Aeronautics**

**Richard O'Brien, Chairman**  
**William A. Merrick, Member**  
**Bruce Vanica, Member**  
**A. J. Patenaude, Member**  
**Herb Sammons, Member**  
**Merle Thorstad, Member**  
**Charles E. Marshall, Member**



**MONTANA AND THE SKY** is  
published monthly in the interest of  
aviation in the State of Montana.

Second-Class postage paid at  
Helena, Montana 59601

Subscription \$1.50 per year

Edited by: **Bernice M. Peacock**

THURBER'S  HELENA



## CALENDAR

**September 16**—Montana Aeronautics Board Meeting, Helena

**September 24**—Plains Air Show and Fly-In.

**September 24-25**—MPA Fall Fly-In, Belgrade-Bozeman.

**September 30-October 1**—Montana Flying Farmers Convention, Billings Holiday Inn West.

**October 20**—U.S. Customs training session, Great Falls.

**October 29**—1st Annual VFR "Halloween" Handicap Air Race, Great Falls to Jackpot, Nevada.

**October 31**—Deadline for applications for Whirly Girls Scholarship.

## Administrator's Column



We were most happy to learn that the four cent per gallon general aviation fuel tax was defeated. The Montana Aeronautics Board, along with the Montana Pilots Association and other interested parties joined forces in urging our Congressional delegation to oppose this legislation. Congressman Baucus presented strong testimony and opposition to this proposed amendment to the National Energy Act. Had this proposal not been defeated general aviation fuel tax would have increased four cents per gallon, totalling eleven cents per gallon

The Montana Aeronautics Board is strongly opposing the FAA's decision to remove the FAA's backup power generator at the Lewistown Flight Service Station. We feel that this generator is already in place, is operational, and certainly not an economic burden. The rationale used by the FAA to justify this action is to conserve fuel, and that standby power is not considered essential, neither of which we consider valid.

The Aeronautics Board is also opposing any action by the FAA to reduce service at the Lewistown Flight Service Station.

We are happy to announce that we have received our new airplane (I should say used) which is the replacement for the Queen Air. We were authorized by the 1977 legislature to purchase an airplane not to exceed \$180,000 plus trade-in of the Queen Air on a six year lease-purchase plan. The bid was awarded to Combs Airways of

Billings, Montana, for a 1973 Beechcraft Duke, total time 1,009 hours and zero time engines for \$130,000 difference, which is \$50,000 below the maximum amount authorized. This airplane is in "like new" condition and very well equipped. The legislature was quite specific in that all payments for this airplane must be made from "user fees." This means that those agencies chartering the aircraft must pay for it and that Aeronautics earmarked revenue funds are not to be used. I hope that all of you have an opportunity to see this airplane as I am sure you will agree it is a good buy and a real beauty.

I have been getting a lot of flack from individuals regarding our attempt to enforce the aircraft registration law. The recent legislative audit criticized us for not exerting more enforcement efforts. The Montana Pilots Association, the Flying Farmers and Aviation Trades Association have all expressed a consensus that everyone should comply with the registration law. We have gone through the federal register which indicates that over 800 aircraft are based in Montana which are not registered. We have sent letters to these individuals requesting that they register their airplanes or if the aircraft has been sold or is exempt from the registration requirements they inform us. There is no way that we can tell whether or not an aircraft has been sold or is dismantled or wrecked.

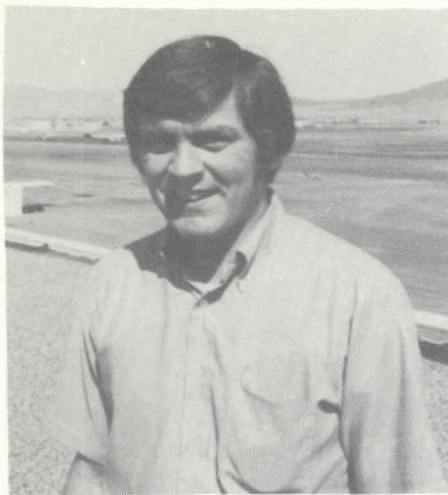
The reason that our enforcement policy is at present merely an administrative effort is due to the cost. At present it is costing the Aeronautics Division \$4.29 per airplane to register. We receive \$2.00 fee for registration, thus losing \$2.29. Therefore, it is imperative that we consider the only alternative which is to raise the registration fee to \$5.00 per airplane. We are authorized by law to charge \$10.00 per airplane, however, do not want to charge in excess of the break-even point.

If everyone would register their airplane within the prescribed time each year, or advise us if the airplane has been sold or is exempt, our registration costs could be reduced by at least 50%.

Any solutions or comments you may wish to express would be appreciated and considered.



## CENTERLINE



By: **Jim White**, Chief  
Air Transportation Bureau

The FAA has issued a guide to FAA publications and documents important to pilots, their prices and how to order them. Among other items, the guide contains information on FAR's, Advisory Circulars, AIM, technical standard orders, scientific reports, education and career materials, charts, planning and forecast projects, and various books, pamphlets and brochures. The guide, FAA-APG-PG-1, is available free of charge from FAA Publications, Office of Public Affairs, APA-430, Washington, D.C. 20590.

### **PILOTS TO BE REQUIRED TO READ BACK CLEARANCE TO CONTROLLERS**

A change in the Airman's Information Manual (AIM) will make it mandatory for pilots to read back to air traffic controllers changes in assigned altitudes and radar vector headings, but the National Transportation Safety Board want more positive action to prevent ATC communications problems. The board said it would have issued a formal recommendation that pilots read back clearances if FAA had not already taken the action. The new procedure will permit controllers to accept any affirmative answer from pilots as an adequate acknowledgement of the changed clearance and NTSB has recommended that FAA require controllers to accept only read-backs from pilots as an acknowledgement of the altered clearance. The board also suggested that controllers insist pilots use correct radio techniques, adding that commonly used practices which deviate from prescrib-

ed phraseology and techniques—such as reading back clearances in the reverse order of the original transmission—should be discontinued.

### **DISORIENTATION CAUSES GENERAL AVIATION MISHAPS**

The National Transportation Safety Board has issued a warning to General Aviation pilots about "an insidious and usually fatal hazard of flight"—spatial disorientation.

Spatial disorientation is a pilot's inability to determine the attitude of his aircraft in flight—whether he is climbing, descending, turning, or in level flight. It is brought on when he cannot use the horizon or the ground for visual reference, and usually if not trained to maintain level flight by referring to his instruments.

Seven other accidents in the Board's latest volume of 924 accident reports also involved spatial disorientation. All seven were fatal accidents. In 1975, 109 of 4,157 General Aviation accidents were caused by spatial disorientation.

"Spatial disorientation breeds in lack of experience with low visibility and night flying, and in a pilot's overconfidence in his ability to fly 'by the seat of his pants,' the Safety Board said.

"It usually appears as the end result of a non-instrument-rated pilot flying too far into deteriorating weather. But it can bring down the unwary pilot when visibility appears to be good but the horizon is hard to see."

The Board conceded that not all private pilots, flying only for pleasure, can afford full instrument qualification and the subsequent instrument flight time to maintain instrument proficiency. But spatial disorientation "holds its greatest dangers for just such pilots—those who must see the horizon or the ground to continue safe flight," the Board said.

"Their choice is a vital one: Is the visibility, expected or being encountered en route, good enough to permit flying with eyes on the horizon or on the ground?"

"If it isn't, or may not be, they shouldn't fly!"

—from Maryland Dept. of Transportation

## **U.S. CUSTOMS TO BRIEF OPERATORS**

U.S. Customs Service has scheduled a series of 44 training sessions across the country for customs inspectors and

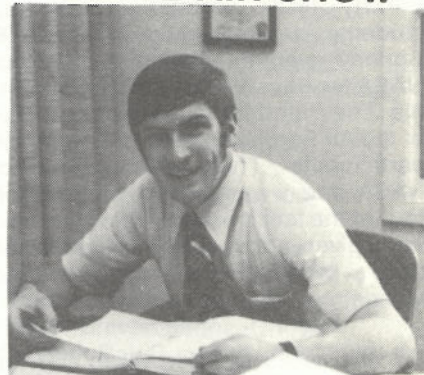
private aircraft operators on the new Private Aircraft Inspection Reporting System (PAIRS) and Private Aircraft Control Procedures.

Customs has recently revised its Customs Guide for Private Flyers as well as private-aircraft procedures at international and landing rights airports.

Private aircraft operators are being invited to attend these training sessions and participate in the discussions. Meetings will run from 9:00 a.m. until noon. Discussions will include: aircraft operators' responsibilities before, during and after inspection; inspectors' responsibilities before, during and after inspection; determination of commercial vs private arrivals; documentation requirements; special provisions; common penalties; the penalty mitigation process; special situations; PAIRS; and southern border procedures.

The Montana session is scheduled for October 20 in Great Falls. The number to call for further information is (406) 453-7631.

## **BUTTE AIR SHOW**



By: **Ted Mathis**  
Airport Manager

The Butte Celebrations Committee held its annual air show on Sunday, August 28, at the Bert Mooney Silver Bow Airport. Pilots from throughout the state converged on Butte to see the show and over 1,000 persons packed the grandstands.

The show began at 12:00 with a static display of aircraft ranging from antique biplanes and experimental aircraft, to a huge Air Force C-141 Starlifter. The Air Force band provided entertainment until the air show began. The famous Navy Skydivers were first on the program. They were followed by the M.S.U. Skydivers. Both teams put on exceptional performances



demonstrating several different free fall formations, different types of modern parachutes and precision landings.

After a short intermission Bob Heale of Warden, Washington, put on a beautiful display of aerobatics in his North American SNJ-6, the "Exotic Lady." Following the introduction of dignitaries, Governor Thomas L. Judge swore over 100 volunteers into the U.S. Air Force. These young men had assembled from all over the state for this induction ceremony.

What better way to end an air show than with the magnificent U.S. Air Force precision flying team, "The Thunderbirds." This team put on a fantastic demonstration of the aerobatic capabilities of the North American T-38 jet aircraft.

## AVIATION EDUCATION

By: **Sam Griggs**, Supervisor

Forty three aerospace workshop students departed Malmstrom AFB Sunday evening, August 21, to tour NASA facilities at Moffett Field, California. The round trip by air was courtesy of the Air Force and at no charge to the participants. They were guests of NASA and were given a blue ribbon tour of the facilities at NASA. They also were given a tour through the Marine base at Moffett Field. They returned to Malmstrom Thursday evening.

\* \* \* \* \*

I was asked by Glen Wash and the fixed base operator, Keith Stevens, to help put on a general aviation booth in Broadus August 22-24 for the County Fair.

We had a surprising number of curious, as well as interested, people stop in to talk, ask questions, and pick up some of our informational handouts.

It went so well that they would like to do it again next year.

Every day in the morning we would pick six names dropped into a box, for free flights that evening around town. This was the key event for the kids. Word got around fast. We even talked a couple of people into learning to fly in the near future.

The free flights were provided by Glen Wash.



Bob Heale with his SNJ-6, the "Exotic Lady" at the Butte Air Show.



U.S. Navy Skydiver prepares for a soft landing at the Butte Air show.



Blue grass music group at the Livingston Air Show.

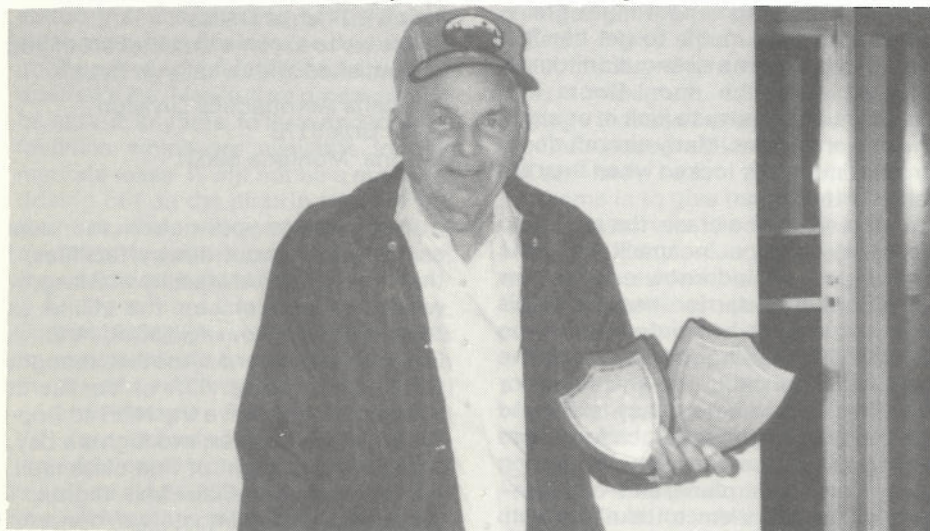




Mike Ferguson turning the Queen Air over to Dave Stroh, Combs Airways.



Phil Petrik and his Pitts Special SR2 at the Livingston Air Show.



Harold Price holding trophies he received at the Livingston Air Show as the oldest pilot, and as the pilot holding the oldest pilot license.

## CONGRATULATIONS



### FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

#### STUDENT

Edward William Moes, Big Sandy

#### PRIVATE

Peter John Nulty, Butte  
Michael Loren Erickson,  
Great Falls

Donald Wesley Bohna, Bigfork  
Wade Earl Stout, Dillon  
Karen Sue Blanton, Whitefish  
Mary Ann Love, Three Forks  
Ada Merle Winstead, Rock River, WY  
Kelvin Anthony Mamuzich, Conrad  
William Clarence Goldberg, Butte  
Homer Ronald Crisman, Missoula  
Brian Vincent Holje, Bozeman  
Katy Rae Hammond, Ramsay  
Robert Glenn Hutchinson, Helena  
Joan Lorene Stewart, Fort Benton  
John Wayne Camden, Helena  
Kenneth James Nelson, Joplin  
Donald Hugh Chaffee, Wibaux  
Hugh William Laycock, Lethbridge,  
Alberta, Canada  
Charles John Bissonnette,  
Grayling, Alaska  
Robert Floyd Tess, Almond,  
Wisconsin  
Michael Carl Cavazos, Kila  
Donald Ralph Burton, Bigfork  
Todd Wirth Mowbray, Deer Lodge  
Robert Steven Midge, Chester  
Kenneth Ray Burritt, Butte  
Frank George Olenick, Butte  
Leroy Ervin Books, Kalispell  
Donald Earl McKerrow, Floweree  
Michael Anthony Wall, Helena  
Wade Wayne Waldo, Glendive  
Howard Duane Thompson, Joliet  
Anthony Kem Blackmore, Pryor  
John Alfred Beug, Red Lodge  
Owen Dwight Miller,  
Larimore, ND  
Herb Cleve Eakman, Billings  
Wayne Frise Anderson, Glasgow  
Thomas King Budde, Livingston  
Gary Lee Sundsted, Antelope  
Alan Kenneth Bristol, Jr.,  
Livingston  
Gail Myrle Sundsted, Antelope  
Fred DeWayne Wagoner, Miles City  
Susan Jan Mathers, Miles City  
Charles James Pluhar, Cohagen

(Continued on Page 7)



## INTERNATIONAL FLYING FARMERS CONVENTION

BY: KAY Compton

The International Flying Farmers Convention was at Duluth, Minnesota, July 31, through August 5. Duluth was indeed the air conditioned city it is advertised to be. The air off Lake Superior does it.

Honors won by Montana Flying Farmers attending were to the following:

1. Queen Marilyn Leinenger, Lewistown—Chapter Queen's trophy, award for audit and solo.

2. Montana Flying Farmer Farmerette Holly Wade, Great Falls, cash award at Teen Talent Contest for reading of poetry written by herself. Holly represented Montana Flying Farmer Teens at the coronation of the International Flying Farmer Farmerette, escorted by Scott Langhus.

3. Montana Flying Farmer Teen, Vice President Scott Langhus of Big Timber, winner of one of the Al Ward Contest cash awards to be used for flight instruction. Scott was also voted IFF Teens Region 7 Director (for Montana, Wyoming, Colorado, Saskatchewan and Alberta).

4. Bill Taylor of Great Falls, Montana's Flying Farmer of the Year, and Leona Strouf, a Montana FF Past Queen, served as delegates to the Convention. Virgil Compton served as chairman of the Legislative Committee. Other Montanans serving on committees were as follows: Kay Compton, Membership; Milton H. Butcher, Medical; Leona Strouf, Resolutions.

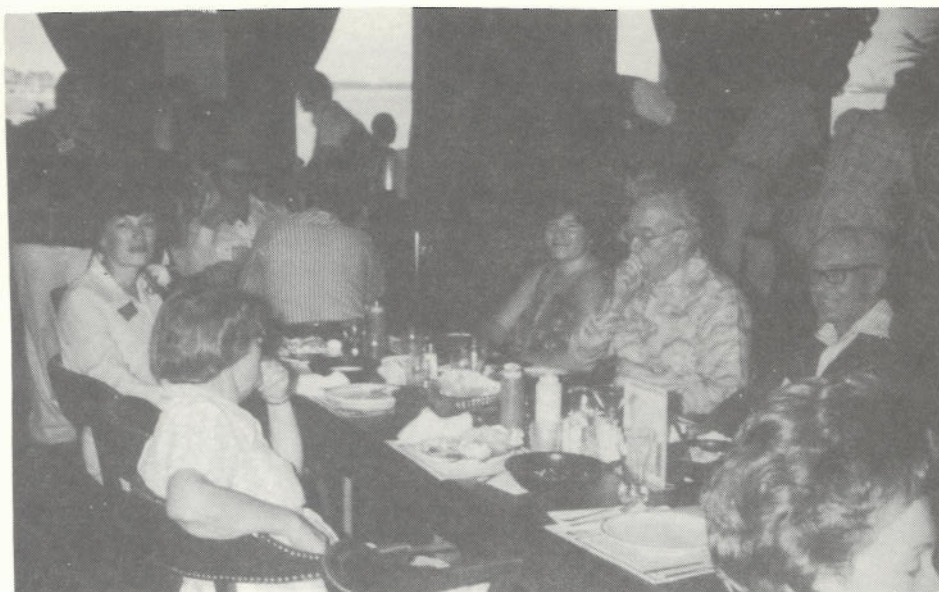
The Montana Flying Farmers and Ranchers, a chapter of International, is having its convention September 30-October 1, with fly-out October 2 at Billings Holiday Inn West. The teens are the entertainers for the evening on Friday and dinner is on your own. All pilots, whether members or not, are invited to attend, especially the banquet and coronation on Saturday evening, October 1.

## "PASSENGER BRIEFING"

By: Dale Uppinghouse

Accident Prevention Specialist,  
RM-GADO-1

Seat belt buckles seem simple to



The Bill Taylor family of Great Falls. Upper left, former Queen Sereta, directly across the table from her, daughter Holly Wade, Farmerette, and next to her Bill Taylor, past president, and Montana's Flying Farmer of the Year.

pilots. We use them every day. Most of us have used a half dozen different types. Not so with most passengers; especially, elderly people and children. Most people do not use seat belts in their cars. The only time they fasten a seat belt is in an airplane.

Airline evacuation drills with smoke and noise; also, post accident evacuations have shown that about 15% of the passengers were unable to unfasten their seat belts. There was the panic factor plus unfamiliarity with the buckle.

A recent general aviation accident in Montana involved a post-flight fire. A passenger was unable to get her feet free. People at the scene didn't know how to open the door. Doors and windows aren't easy to kick in or out in the newer designs. Many aircraft doors are automatically locked when they are latched for flight.

In the event of a crash, the pilot (you perhaps) may be incapacitated. The passengers should know exactly how to get out. In order for them to do this they will have to be briefed before the takeoff. The briefing should explain the belt and buckle, how the door handle(s) work, emergency exits and how they are actuated, location of fire extinguisher, the necessity for getting away from the airplane, and—oh yes—you might ask them to take you with them if it's on fire.

## AIRWAY FACILITIES

By: Jerry Burrows

Aviation Representative

Last month we asked for your input concerning needed items to improve the FAA enroute and terminal airways system in Montana. Our information, plus what we received, was used in preparing this list sent to the FAA in Denver.

Dallas O'Connor, the fixed base operator at Poplar, took a few minutes to describe the situation in the northeastern part of the state (letter below). Thanks Dallas!

Are we to assume that the rest of you are satisfied with what you have?

Montana Aeronautics Division  
P. O. Box 5178  
Helena, Montana 59601

Sirs:

In regards to your note in Montana and the Sky about airway facilities. I think that a TACAN facility at Glasgow would do wonders for the Hilline as there isn't one from Williston, N. D. to Cut Bank, Montana. Another thought would be to put a VOR or VorTac at Wolf Point and move the NDB to Poplar. OLF has Frontier, two flights a day, and a flight at night of first class mail. Poplar has many air taxi flights. I personally flew almost two hundred charters in the last year. Gillis Aviation



comes in on an average or two times a week year 'round. The reason for this much flying is we have the Tribal Headquarters here, also the BIA and PHS Headquarters for the reservation. The retransmitter at OLF is a blessing for IFR now, let's get the approach minimums down to something useable.

Also, it seems silly to have to fly 10,000 ft. on V430 in Montana to have even communications with Salt Lake Center, 11,000 for radar coverage. I can, but a lot of people can't, breathe at those kinds of altitudes.

THANKS FOR LISTENING,  
/s/ Dallas O'Connor

## VIP AIRSTRIP HAS OPENED

We have been advised that after much work and many hours of negotiations, Valley Industrial Park recently announced that their 13,500 foot airstrip, formerly Glasgow Air Force Base, would be open effective Friday, September 2, 1977.

The following are the conditions of airport operations:

1. PILOT RISK, Daylight hours, night lights by request at a fee.
2. In good weather there will be 13,500 feet open, 300 ft. wide runways 28 and 10.
3. In ice and snow weather there will be open a 6,000 foot runway 28, 100 feet wide down the center marker.
4. No landing fee or overnight tie-down fee.
5. Hangar storage space is available at a nominal fee.
6. Aviation fuel is not available at this time.

O. E. Markle, president of VIP, Inc., stated that the opening of the airport will breath new life into the developing and marketing of facilities at the Industrial Park. Now future prospects will be able, at anytime, to fly in and tour the facilities which are available for immediate lease. It will not be a matter of driving out on the airstrip to show the facilities, they will actually be able to use them and at the same time evaluate the condition they are in.

A fly-in breakfast on Sunday, September 11 gave all Montana pilots an opportunity to become familiar with the airstrip and facilities.

Larry Metzger, General Manager of VIP, Inc., indicated that anyone requiring additional information may contact his office at 524-6584. He also indicated that all Montana pilots are welcome to drop in and review the new airport and facilities.

## CHECK YOUR PROP BLADES

By: Jack W. Van De Riet  
Accident Prevention Specialist,  
RM-GADO-5

If an aircraft propeller could talk, it would undoubtedly keep reiterating Rodney Dangerfields' famous line "I don't get no respect." And with good reason. Pilots simply don't pay much attention to props. In most cases their preflight inspection encompass little more than a cursory glance at the leading edge of the blade.

This quick "how-do-you-do?" leaves many critical questions unanswered. For example: Is the prop tight on the crankshaft? Is the pitch changing mechanism sound? Are the blades secure? Are there any nicks, dents or corrosion?

Most pilots find it difficult to believe that a small nick or dent can cause the loss of a prop tip, but it can. Any defect on the leading edge changes stress lines in the metal and tends to concentrate these stresses around the damaged area and shear off the end of the blade as cleanly as if it had been cut.

Moreover, the stresses on a prop are enormous to begin with. For example: The centrifugal rotating action of the spinning blade exerts an outward pull equal to thousands of times the weight of the blade itself. In addition, a centrifugal twisting force exerts a pressure as high as 20,000 lbs. per square inch.

As if the two types of centrifugal stresses aren't enough, there is also a vibratory stress, generated by the engine and transmitted to the prop by the crankshaft. This stress factor changes as RPM's change.

Each blade has certain sectors, called nodes, where bending or stress is at a maximum. Consequently, any damage to these areas, if left unattended, can cause problems.

The best way to avoid these problems is to give the prop the attention it deserves. Don't just look for nicks and dents—run your hand along the entire surface of the blades. If imperfections exist, your hand will discover them more quickly than your eye.

Keep the prop clean. Occasional paste-waxing not only serves as a kind of preflight but also helps prevent corrosion. And, speaking of corrosion, decals affixed to a prop have been known to mask rust.

Some final tips: Although repairs to an aluminum prop are usually minor in nature, they should be handled by

someone who knows what should be done. That someone is usually not the pilot. Remember—filing the prop smooth with a sharp edge does nothing to solve the stress problem. The edge should be shaped as closely as possible to the original curvature.

Losing a prop tip in flight produces a definite vibration. Losing a larger portion causes extreme vibration. Should this occur the obvious solution is to reduce that vibration as much as possible and land at the nearest facility.

(Continued from Page 5)

Garmen Tracy Stone, Glasgow  
Arne Ray Scarpholt, Glendive  
Mark Robin Pryor, Glendive  
Thomas Howard Cummings,  
Lewistown

John Francis Drake, Billings  
Gary Lynn Thorpe, Billings  
Terry Edward Burns, Billings  
Marvin Leone Lange, Billings  
Raymond Walfrid Gayvert, Billings  
Terence John Keating, Billings

### INSTRUMENT

Richard William Xifo, Billings  
Thomas Michael Monaghan,  
Miles City

Joseph Edward Ugrin, Miles City  
Betty Ann Sweeting, Lewistown  
Michael Jon Schaer, Bozeman  
Roger Leroy Roatch, St. Paul, MN  
Charles Monty Chaffin, Helena  
Douglas Jay Magers, Great Falls

### MULTI ENGINE

Walter Elvon Emmons, Billings  
Keith Wise Fitchett, Laurel  
Allan Wang, Baker  
Lawrence James West, Billings  
Richard Leroy Trang, Billings  
William Clayton Briden, Jr.,  
Valier

Lee William McElwain, Butte  
Reuben Alden Mikelson, Billings  
Marshall Jay Jones, Billings  
Roger Donald Meggers, Baker  
Robert William Rector, Havre  
Steve Burke Williamson, Shelby  
Delbert Elsworth Bloom, Lewistown  
Roger Dean Croghan, Great Falls  
Walter Oscar Musa, Camas, WA  
Harold Leroy Graf, Great Falls

### COMMERCIAL

Roger Leroy Roatch, St. Paul, MN  
Michael Gary Susag, Manhattan  
Richard David Hoffman, Bozeman  
Timothy Lawrence Linn, Bozeman  
Claude Ray Parks, Butte

### FLIGHT INSTRUCTOR

Roger Dale Gregson, Lewistown  
Alton Wayne Cottrell, Butte  
Christopher Ray Grimes, Missoula  
James William Kruger, Lakeside



## GADO EXAMINATIONS

One or more inspectors will be at the following airports on the date specified for the purpose of written examination, flight tests and aircraft inspections. APPOINTMENTS FOR THESE SERVICES **MUST** BE REQUESTED A **WEEK** IN ADVANCE TO ALLOW FOR SCHEDULING OF INSPECTORS.

**WRITTEN TESTS:** APPLICANTS FOR WRITTEN TESTS **MUST** MAKE AN APPOINTMENT AS INDICATED

### BILLINGS GADO Phone: (406) 245-6719/70

City	Airport	OCT.	NOV.	DEC.
Glasgow	Municipal	12	8	6
Miles City	Municipal	18	15	20

### HELENA GADO Phone: (406) 449-5270

City	Airport	OCT.	NOV.	DEC.
Missoula	Johnson-Bell	5	9	7
Kalispell	International		16	

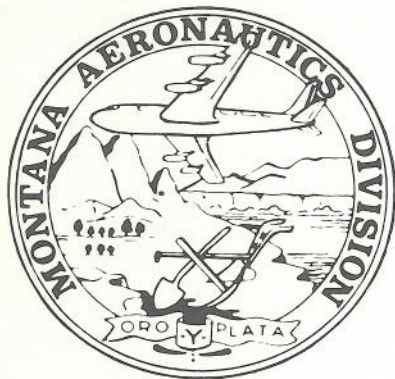


Dave Stroh of Combs Airways turning the papers of the Duke over to Jim White and Mike Ferguson.

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 5178

Helena, Montana 59601

SEPTEMBER, 1977

Second-Class  
Postage Paid at  
Helena, MT 59601